



City of Wilmington Pedestrian Safety Study

Wilmington Pedestrian Audit

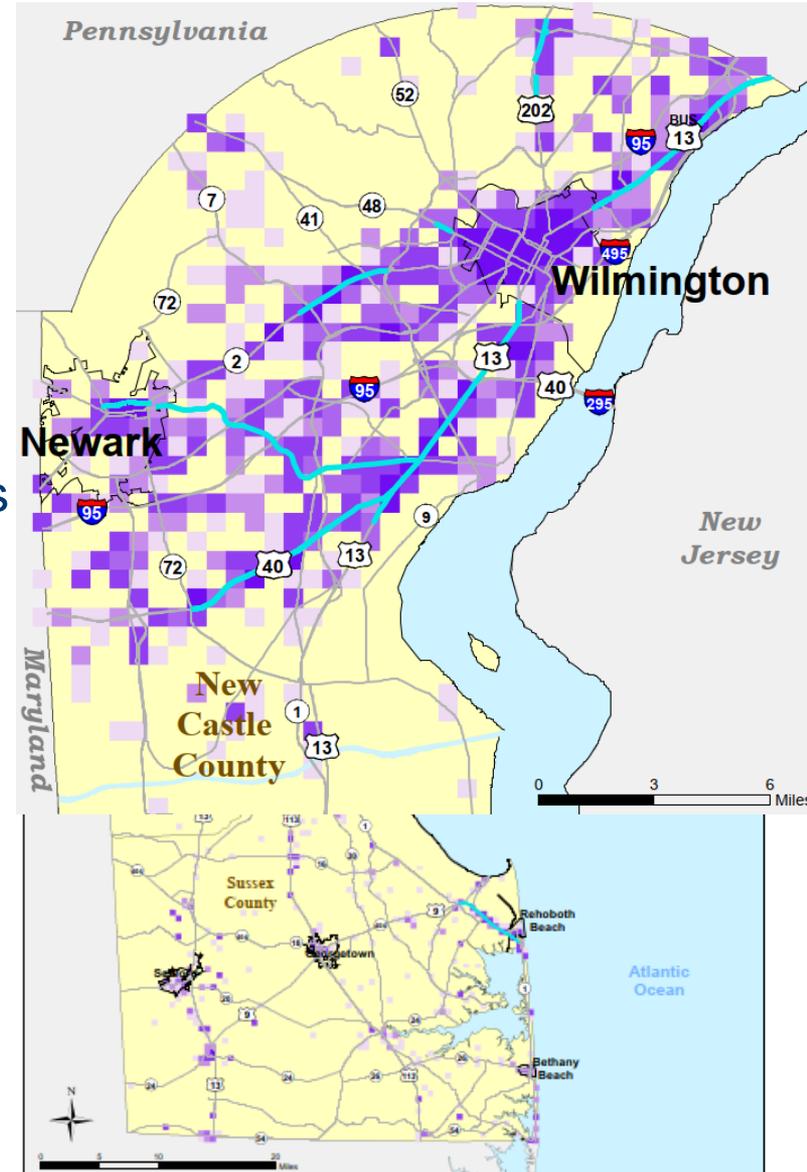
Kirkwood Street: 7th Street to 11th Street

July 14, 2023



Purpose of Study

- Why are we here?
 - Improve pedestrian safety within City
 - Improve walking as a mode of transportation
 - Access to jobs
 - Access to recreation
 - Access to economic improvements
 - Major corridors surrounding Wilmington have been studied
 - US 13
 - SR 141
 - US 202
 - Philadelphia Pike
 - Site selection conducted in 2019 pinpoints Wilmington as next logical study location



- Review city-wide pedestrian crash history
- Identify critical corridors and intersections
- Convene stakeholder group
- **Pedestrian safety audits of selected critical corridors and intersections**
- Systemic pedestrian treatments at other locations

Stakeholder Group

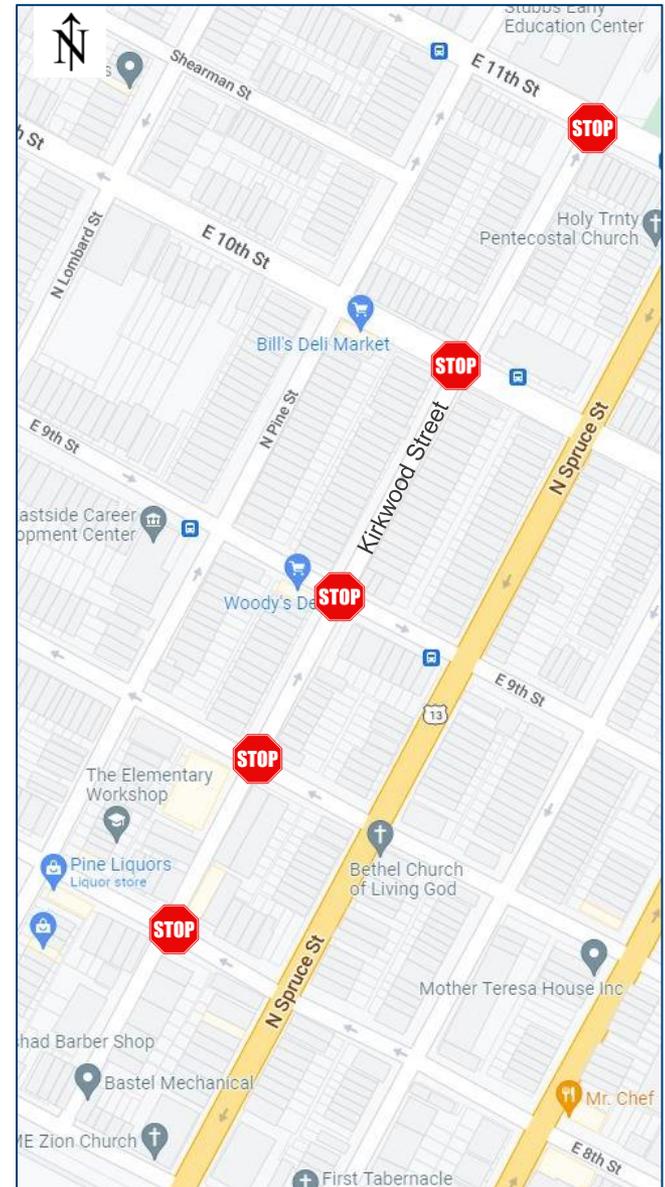
- Peter Haag, DelDOT
- Sonya LaGrand, DelDOT
- Diane Gunn, Century, DelDOT Wilmington Projects Manager
- Paul Moser, DelDOT
- Meaghan Barna, DelDOT
- Aimee String, DelDOT
- Catherine Smith, DTC
- John Calnan, DTC
- Capt. Rodney Layfield, State Police
- Lt. Lance Skinner, State Police
- Richard Klepner, Office of Highway Safety
- Jackie McDermott, Office of Highway Safety
- Stephen Weber, City of Wilmington
- Tom Ogden, City of Wilmington
- Jeff Starkey, City of Wilmington
- Kelly Williams, City of Wilmington
- Sgt. Pete Leccia, Wilmington Police
- Dave Gula, WILMAPCO
- Federal Highway Administration

KIRKWOOD STREET

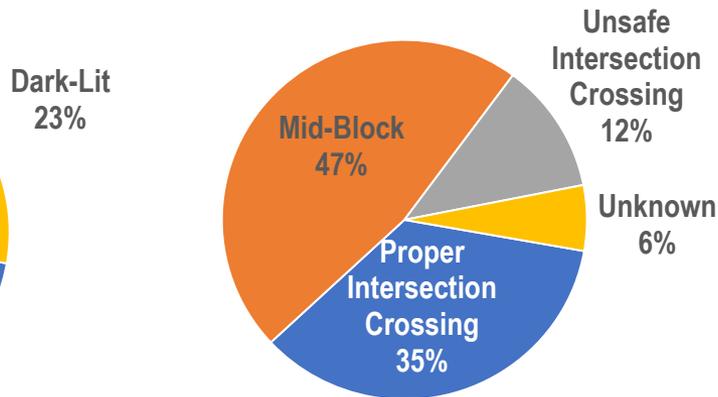
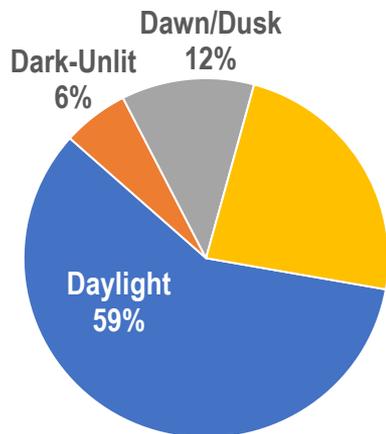
7TH STREET TO 11TH STREET

Kirkwood Street Corridor

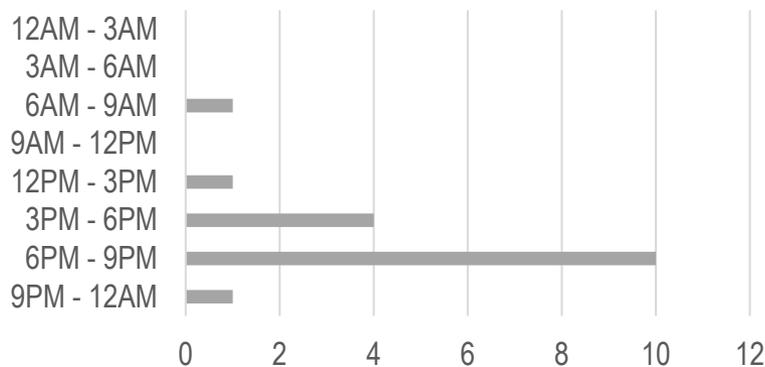
- 0.30-mile local roadway
- 2019 AADT < 1,000
- One-way roadway with NB traffic
- One through lane, ~10 ft width
- Curb-to-curb crossing distance ~26 ft
- On-street parking on both sides of the roadway
- Sidewalks and lighting present
- 25-MPH speed limit
- 6 unsignalized intersections
- Unsignalized mid-block parking lots and driveways between 7th Street to 8th Street and 10th Street to 11th Street



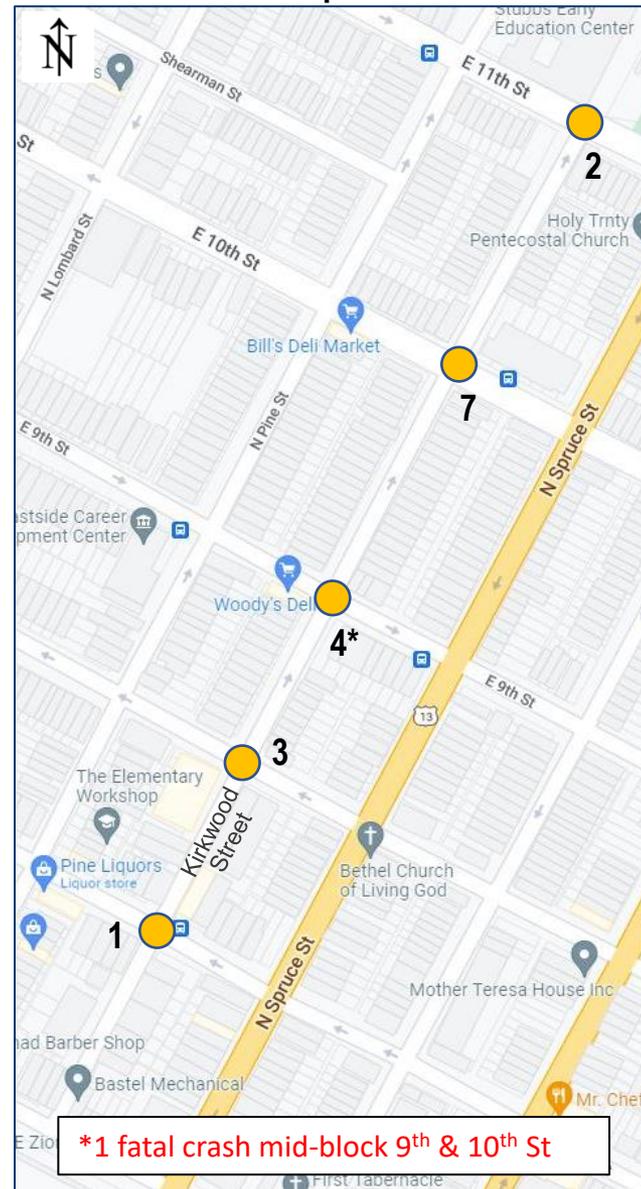
17 Crashes (2009 – 2020)



Time of Day Crashes

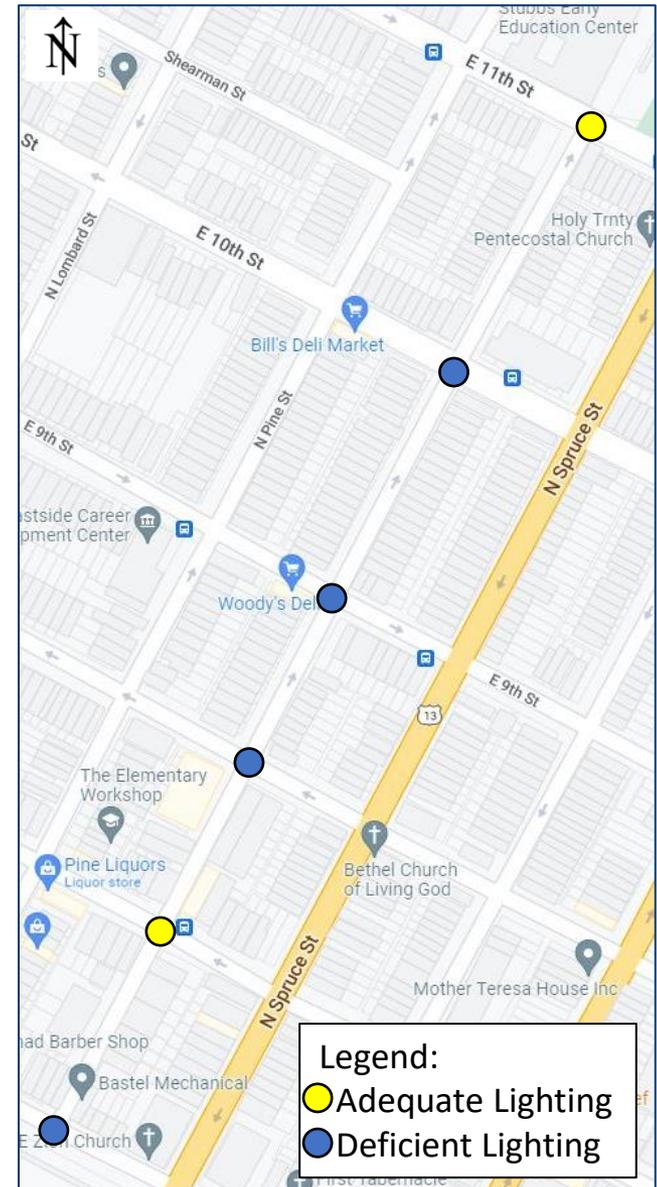


of crashes per intersection



Lighting Assessment

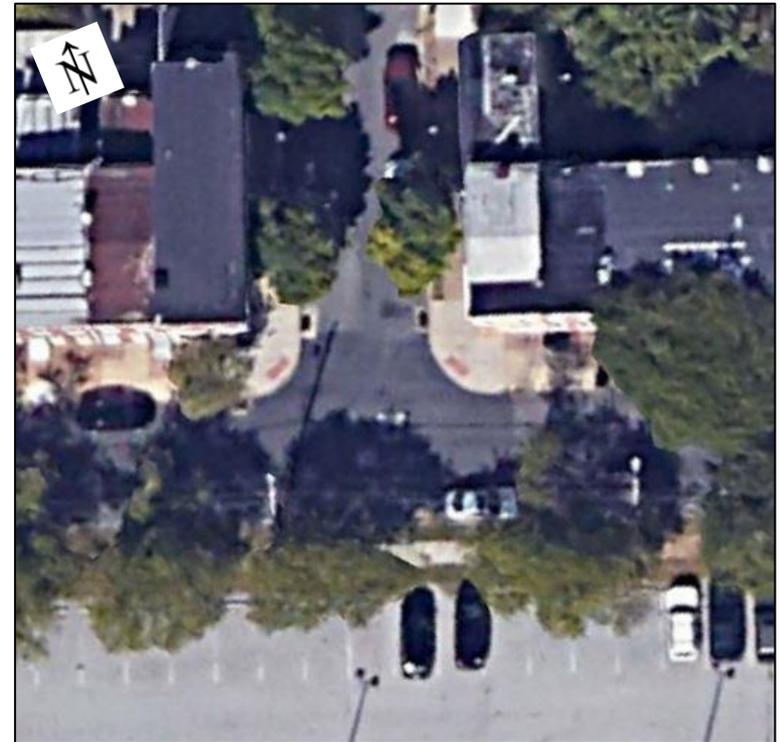
- Qualitative driving assessment
- Streetlamps and LED luminaires are common
- Midblock coverage strong
- Lighting deficient at 4 intersections:
 - 7th street – East and West legs
 - Taylor Street – East leg
 - 9th Street – North, West, and South legs
 - 10th Street – East leg



UNSIGNALIZED INTERSECTIONS

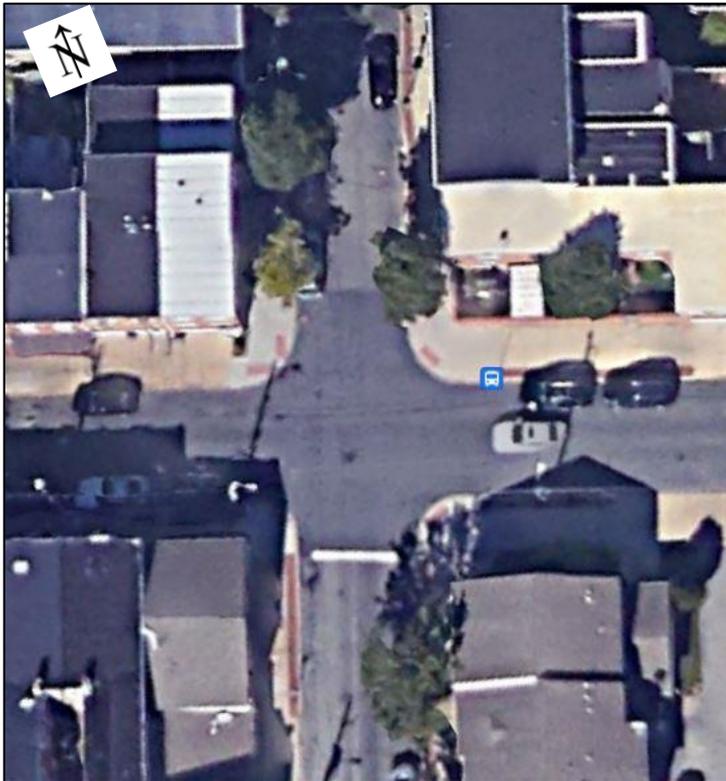
Kirkwood Street at 7th Street

- **Zero pedestrian crashes**
- Existing crosswalk domes on the north leg
- No existing marked crosswalks
- T intersection with no stop control
- Missing KIRKWOOD ST street blade signs at the intersection



Kirkwood Street at 8th Street

- **One crash** involving a NB vehicle striking a pedestrian crossing midblock
- Existing crosswalk domes on all legs
- No existing marked crosswalks
- NB approach is stop controlled



Kirkwood Street: 7th Street to 11th Street

3 crashes

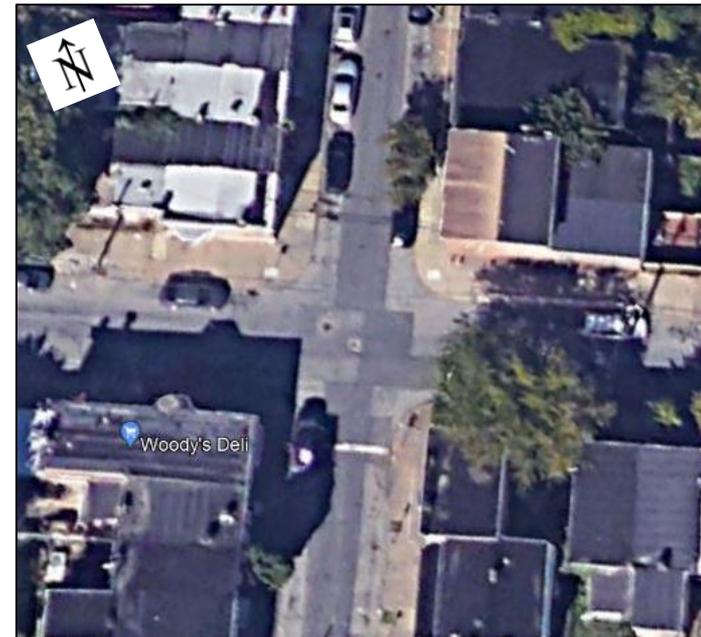
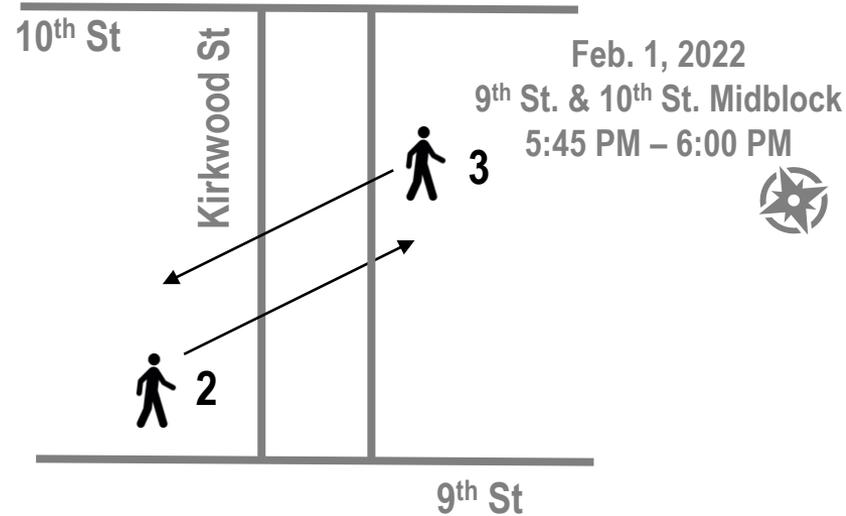
- 1 crash involving two NB vehicles striking a pedestrian as a result of a rear-end crash
- 2 crashes involving a NB vehicle exiting a parking spot and striking a pedestrian crossing midblock
- Existing crosswalk domes on all legs
- No existing marked crosswalks
- NB approach is stop controlled



Kirkwood Street at 9th Street

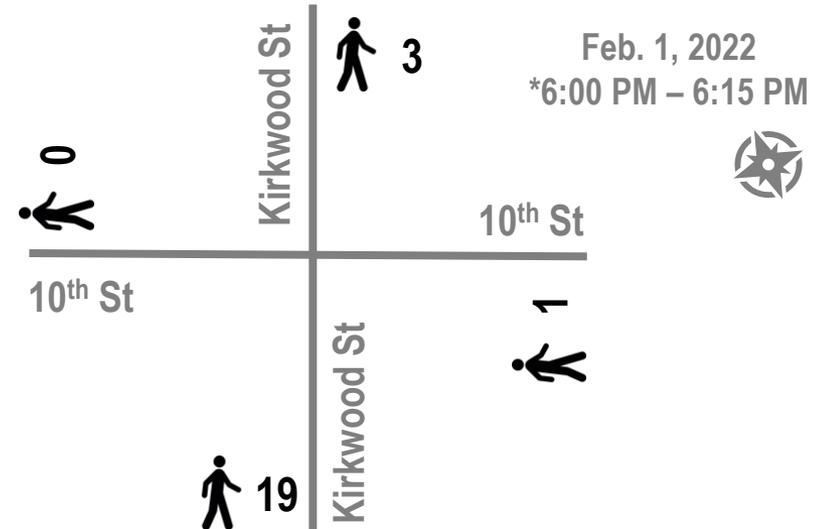
4 crashes

- 2 crashes involving a NB vehicle striking a pedestrian (1 in the crosswalk)
- 1 crash involving a NBR vehicle striking a pedestrian crossing the south leg
- 1 crash involving a pedestrian (child) darting into the roadway and being struck by a NB vehicle (FATAL)
 - Wednesday, October 10, 2018, at 5:55 PM
- Existing crosswalk domes on all legs
- No existing marked crosswalks
- NB approach is stop controlled

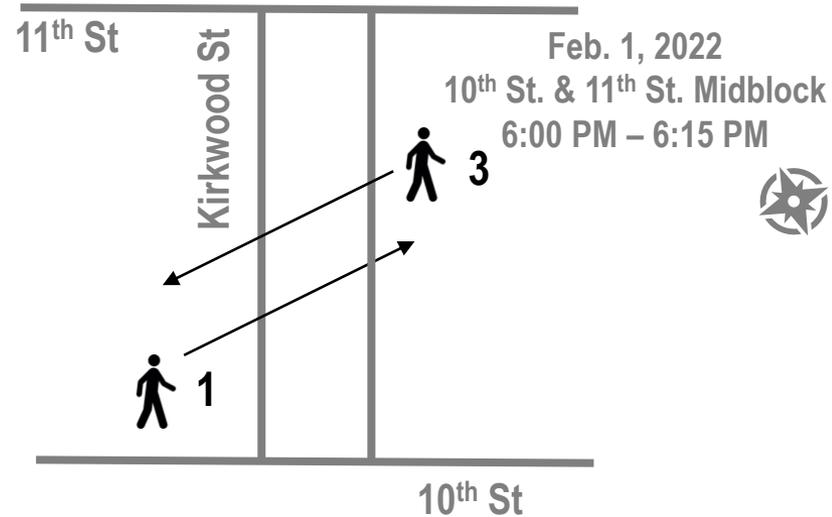


7 crashes

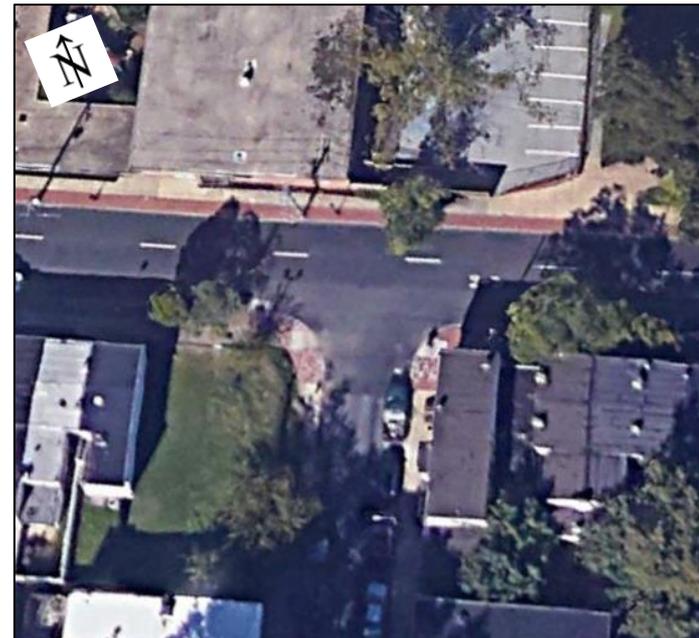
- 4 crashes involving a pedestrian crossing midblock between parked cars and being struck by a NB vehicle
- 2 crashes involving a NB vehicle striking a pedestrian in the crosswalk
- 1 crash involving a pedestrian entering the crosswalk and striking the side of a WB vehicle
- Existing crosswalk domes on the north leg
- No existing marked crosswalks
- NB approach is stop controlled
- Missing KIRKWOOD STREET and 10TH STREET street blade signs at the intersection
- During field observations, there was a crash at Pine Street at 10th Street, potentially increasing area pedestrian traffic



- **2 crashes** involving a pedestrian crossing the unmarked east/west leg and an EB vehicle striking the pedestrian



- Existing crosswalk domes on the south leg
- No existing marked crosswalks
- NB approach is stop controlled



POTENTIAL RECOMMENDATIONS AND NEXT STEPS

- Install pedestrian crossing warning signage along all non-stop controlled approaches
- Install crosswalk striping at all intersections with existing truncated domes
- Install missing KIRKWOOD STREET signs at 7th Street and 10th Street
- Install missing 10TH STREET signs at 10th Street
- Consider installing an east and/or west crosswalk leg on 11th Street for NB and SB Kirkwood street pedestrian traffic
- Consider lighting improvements at deficient locations



Thank you!

**Questions
& Answers**

